## WHO IS TO BLAME?

Further Details of the Disaster on the Southern Railroad.

The Death Record Reduced and the List of Wounded Increased.

"ONE MINUTE LOST."

What a Regular Switchman Might Have Prevented.

Throwing All the Blame on the Dead Conductor.

PROOFS OF OFFICIAL MISMANAGEMENT.

Remarkable Statements by Employes and Others.

The dreadful accident on the Southern Railroad of Long Island on Monday afternoon, by which seven people were killed and forty-two maimed, as already announced in the HERALD, sontinued yesterday to be the principal topic of sonversation. In this city the disaster made a deep impression, while in Brooklyn, where nearly all of the victims belonged, much excitement was manifested.

THE WHOLE STORY of the disaster is a tale of suffering and harrowing sights, having the culpuble mismanagement of somebody as its sole cause. The greatest diversity of opinion exists as to where this responsibility rests. The vast majority outside the influence of the railroad company identity the name of a prominent official of that corporation with the calamity. On the other hand, the officers of the company-in a manner fully worthy of a corporation that neglected to provide even shelter for the dead or surgeons and bandages for the dying and wounded-place the onus of the blame upon the dead conductor, Hippard, who is powerless to refute the charge, But the engineer, Miller, clears the cloud from the memory of poor Hibbard when he says that an official of the Southern Ratiroad Company, whom he names, cried out to the conductor words equivalent to "All right! go ahead!" The responbility for the calamity can rest in only one place, and that is upon the heads of an incompeent, reckless and mefficient railroad management. The Coroner's jury yesterday impanelled at Far Rockaway will, it is believed. sift the whole subject to the bottom and place the crime where it belongs. The company have so covered up the traces of nigligent telegraph operators, incomprehensible delays of the trains and reprehensible irresponsibility of everybody connected in any way with the accident, that it is impossible to reach the reasons for the accident. The plain facts of the tragic occurrence are simple enough, and may be retold in more detail than they appeared in the HERALD of yesterday.

THE STORY OF THE ACCIDENT. There are frequent changes of management, employes and time tables upon the South Side Railroad of Long Island, and however much public opinion may be divided as to the leasibility of making alterations in the train schedules on holidays, it is certain that the officials of this company are satisfied as to its propriety. About serious accident was the result. Experience this year as the great national holiday they repeated the experiment. "Look out for the harper who always blunders on the same string." said Horace. "Beware of railways that are always mismanaged when their carrying capacity is overtaxed," is the modern rendering of the old

THE REGULAR TRAIN

on the road for Williamsburg left the beach at Rockaway on time at haif-past one on Monday cab window the other train. I blew for brakes, afternoon. The long and narrow neck of land between the beach and the station at Far Rockaway in the dutch uninjured, save a lew slight bruises, was traversed in safety. It consisted of the The crash came before I could get on my feet, and passenger car, three in all. The conductor was Jesse Hibbard, a resident of Far Rockaway, and as his train came to a stop on the side rack at the depot his wife and two children, who resided near by, came alongside the cars and said

A large and heavily loaded excursion train from Williamsburg, running upon a new time schedule, was one and momentarily expected. Ten minutes were passed in waiting and yet another five minutes did the conductor wait to allow for differsace in watches. At the end of fiteen minutes the bell rang and the train moved slowly forward toward the end of the switch watch would transfer it to the main line.

THE THEORY OF PATALITY. And here comes in the element of fatality, and further idustration is farmished of the effects of the most trivial circumstances upon the lives and fortunes of men. On this particular occasion there was no switchman in attendance, and the conductor of the ill- ated train was compelled to drop off a brakeman to close the switch after the train passed and to 'Slow up" for the purpose of taking him on the cars again. But for this apparently triffing fact the accident would not have happened, in all probability. This involved the loss of one mortal minute of time and cost eight men their lives The telegraph officials deny that a telegram was sent from Woodbury, but they seem to think that so vital a point as this concerns no one outside the management. On the testimony of Engineer Milter it would appear that some such information must have been in the possession of Mr. Poppenhusen, a director of the company, or he would never have hastened to the front platform of the

When the engineer heard this statement uncontradicted by the conductor he pulled the Norwood's throttle wide open, in order that not a moment should be lost in getting to the station at waich the other train was to be passed. In the middle of the first quarter of a mile there was a snarp curve in the road, beyond which there was a straight stretch of road along which the engineer could have seen the track for more than a mile. Had the one minute's time before referred to not been lost the curve would bave been passed and the loss of life at least pre-

baggage car to say, "All's right ahead."

A BRAKEMAN'S STATEMENT.

The statement of Brakeman Standliff as to the actual occurrence is, notwithstanding its brevity, one of the most graphic pieces of narrauneducated man, it yet gives the whole story. From between the cars I saw another train ming down upon us, and before I could spring back to put on the brakes something struck me on the side of the head, and a while after I woke m This is a great deal more in the way of a real-

ization of the coming danger than the great mafority of the 400 persons on the train experienced. The day was a gala occasion. The people who were crowded into the nine dusty cars of the east-bound exension train were willing to endure all the discomforts of the journey for the sake of the pure air and the cooling baths they were to enjoy at its termination. Many were unable to obtake seets mu were forced to stand up in the cars and on the platforms without. If there was much of joy and happiness in the deches during the jummer it was latent at Greenpoint. Worder, orminson of the legi-

pressed displeasure at the inefficiency of the ac-The constant delays and the slow time made by the train were of course the physical cause of the disaster; and in just so much as this detention can be traced to the poor judgment of the train-despatcher, who sent the company's lightest engine out to draw a train of nine heavily loaded passenger cars, the home management must be held responsible when the fact is known.

THE PASSENGERS on the excursion train were, therefore, tired and worried, and the most remarkable fact of the accident is that no ladies among the party suffered any disastrous effects from the shock and the fright which they must have received. There is no evidence, so far as obtainable, that the excursion train even stopped at Woodsburg, and certain it is that no despatch was sent from there teiling the conductor of the regular train up to Williamsburg "to come anead." The reason for being positive in this assertion is that most coreini inspection yesterday elicited the fact that the Southside Railroad has not a telegraph station at Woodsourg. Tais d'sposes of ail the theorizing as to incompetent telegraph operators. For once in the history of ratiroading the flagmen and the operators are not involved in the dispute.

EASY OF SOLUTION. The question of culpability then becomes very simple. One conductor was evidently running on the time which belonged to the other. One train was a regular daily express, leaving Rockaway at an advertised hour: the other was an extra train, without recognition on the time schedule, making its trip on an extraordinary occasion as best The engineers and firemen of could. the two locomotives were, so lar as can be learned, equally competent men. The locomotive "Norwood." drawing the excursionists toward the seaside, was in charge of Henry Ashmend, with Cornelius Slocum as fireman. The engine 'Montauk," of the regular train to New York, had the redoubtable George Miller at its throttle valve, and the courageous fireman, William Finn, who is now struggling between life and death in consequence of his valor. The conductor of the regular express was Jesse Hibbard, a young man of experience and caution. The conductor of the extra train was John Holdridge, regarding whose previous record little be learned yesterday. It is presumed that he held a regular appointment as a conductor, but it could not be ascertained. The solution of the question of responsibility, as expressed by railon the regular schedule time of the other. In this regard the minds of all railroaders are already made up. Exactly who this man is, whether the dead or the living conductor, or Mr. H. C. Poppenhusen, general manager of the railway, the Coroner's jury will be best qualified to determine.

THE UPWARD TRAIN. The story of the journey into the jaws of death made by the people on board the regular express train from Rockaway can best be told in detail in the words of George Miller, the engineer of the locomotive Montauk. Engineer Miller says:

We left the beach at Rockaway on the time according to the new schedule and came up to Far Rockaway. There I went on the side track, being the first in, and waited ten minutes. Then five minutes additional were allowed for variation in watches. Somebody then concluded that the extra train coming down from Valley Stream had stopped at Woodsburg. Did I conclude so? I was not in charge of the train. What data there was I do not know, nor nave I been able to ascertain. At any rate I was ordered to go ahead slowly to thought. A man had been sent ahead from our train to open the switch, in the absence of any switch tender, and of course we had to slow up till he locked the switch and got on board. was the most fatal loss of time to us of all. Had we saved even this minute of time I don't think the accident would have occurred, or, at most, I do not think that a single life would have been lost. The reason? Why, beyond the curve where the collision occurred the track is visible ahead for a considerable distance, and we should have seen each other in time to check up enough to prevent any serious damage. As the three years ago they tried the experiment, and a man before spoken of leit the switch and jumped on the train 1 saw Mr. Poppenhusen standing on taught them nothing; for on the day celebrated | the front platform of the baggage car, and heard him call out to the conductor, poor Hibbard, "ALL IS RIGHT!"

> This, in railroad pariance, means "Go ahead; all is right." I had noid of the lever and I pulled ther" wide open. The Montank went ahead with all possible speed, for I had a light train and "she" was "good" for at least six full coaches. We sailed into that curve at the rate of at least eighteen miles an hour. Through the trees I saw from the "shut her off" clean and then jumped. I fell but as soon as I could I ran forward to the wreck. My first act was to shut off the steam, so that none of the wounded should be scalded. I found poor Finn, my fireman, among the coal dust and rubbish in the tender. He was unconscious, I have said about all I want to until the inquest What do I think of it? I can only say that the extra train ought to have waited at Woodsburg. Goodby : I must go home to Babylon.

THE DEAD. John Enlers, aged forey-five years, died from fracture of the pelvis. The thigh was completely torn from its socket. His life was insured for 49 coo. He was a real estate agent and lived in Brooklyn.

William H. Gould, aged 30 years. His left leg was severed from his body, just below the knee. He survived the accident just fliteen minutes and died from hemorrhage. He was poor, and leaves a wife and one caild.

Jesse M. Hibbard, aged thirty years, died from internal hemorrhage. He had no less than seven ribs crushed. He was the conductor of the regular train, and resided in Finshing, Long Island. His pody was removed to this city yesterday, and will be transferred to Bridgeport, Conn., the former home of his family, for interment. He leaves a widow only twenty-two years old, and two children, one aged twentythree months and the other lour months.

Poilip Hartman, aged forty years, was jammed between the cars. He died- from the crushing of stomach and bowels. Was a cigar dealer, and resided at No. 4156 Broadway, Williamsburg; leaves a wite and chi dren.

P. C. Philer, aged forty-five years, died from fracture of the skull and internal injuries about the epigustric organs. Was a varnisher by trade. and resided at No. 231 North Seventa street, Wil-

liamsburg. Binno Thurmur, aged thirty-five years. Both legs were severed from his body; was found in a state of collapse. He had, waep discovered. pulse whatever, and was unconscious. His heart, however, was faintly beating. His suffering was dreadful. He died from bemorrhage. Was a jeweller by trade, and resided at No. 102 Broadway, Williamsburg. His watch was loung to have stopped at tarco minutes to six P. M.

William B. Mott, aged thirty years. His body was unidentified until yesterday afternoon. His is the most dramatic coincident of the disaster. His uncle is the proprietor of one of the largest hotels at Rocksway, and his sister resides in the same place, yet so mangled was his orm that he was not identified until yesterday, when, owing to some peculiar mark upon his person, he was recognized. The recognition involved one of the most heartrending scenes ever witnessed. The sister leil insensible over the prostrate body of her brother, and, when taken to her uncle's hotel, became the victim of an hysteria so violent that her mind is likely to be impaired for a long

William Finn, aged tourty years, was fireman on the engine Montaux. The only injury discernible is a slight scalp wound over the left temple. The snock, nowever, brought on congestion of the brain. His recovery is very doubtful. Dr. Auerbach is in constant attendance upon him, but seems to think his life is in great danger. His mother, sister and brother are ever at his bedside. He resides at Far Rockaway.

Thomas Robinson, aged twenty-one; residence

Jacob New, aged twenty-one years; residence at

Greenpoint. Wound, contusions on scalp as well as upon both legs.

Mrs. Pringle. aged thirty-eight; residence, No. 784 Greenwich street, New York; wound on the scalp; not serious. - Keho, aged thirty-five years; residence, No. 70 New Chambers street; wounded on scaip and

leg; rather serious, Brady, aged twenty-five years; residence, No. 93 Madison street; wounded on leg and ear.

John Sinter, aged twenty-five years, residence in Brooklyn. Wound, compound fracture of the metatarsal bones; the bones projected through the skin; severe injury of the neel none. It is feared he will lose his foot. His recovery is an-

Patrick Walsh, aged forty: residence unknown: a passenger; slight fracture of scalp, with serious

compound fractus of foot and anxie.

Numerous other parties sustained slight injuries, but they are so trivial that they are scarcely

worthy of mention. Michael McLaughiln, the station master at Valley Stream, was severely wounded yesterday morning while clearing away the wreck. A link fell apart and struck him in the abdomen, inflicting, it is feared. a mortal miury. He was attenged by Rev. Father Murphy and Dr. Conway. Thomas Lewis, ot No. 210 Henry street, New York, was dangerously wounded and taken to his

home yesterday morning.
William Brady, of No. 93 Madison street, New Hip misplaced. The doctors anticipate a sp edy recovery. He was removed to his home.

AFTER THE ACCIDENT. After the collision the rush of people to the scene of the disaster was immense, though the spectacle was appalling in the extreme. Men with heavy axes cut the timbers lying across the dead and dying, and cries of the wounded and suffering were terrible to hear. Car doors, floors and sections of car platforms were improvised as biers, upon which were borne to Lock wood's Grove the dead and wounded.

At Lockwood's grove, on the large circular platform which, during the summer season, is the taeatre of dancing and merrymaking, lay outstretched in line the crushed and mangled bodies of the seven dead. Around that dreadful place hundreds of people were grouped, speechiess and horrified, gazing upon the mangled forms of those who, only a lew hours before, had sat on the very benches where now their bodies rested stiff and cold in death. Strong men wept, and the women, snivering, turned their faces; and crouebing under the trees they gave vent to their feelings in sobs and

The grove was crowded with hundreds of human beings, but no one ventured even a whisper. The sight sent a pang so acute to the hearts of all present that each one turned away from the other and took his solitary way to his home.

THE MORNING

Thus closed the night, but

was more terrible still; it was then that the methers, inthers and sisters came to the spot to identify their dead. A curtain should be dropped upon this heartrending scene. No words can describe it-the cries of agony and the shricks of despair that resounded through the grove as a mother, sister or brother would discern underneathsthe uplifted pall the features of a loved one. A WIFE'S WARNING UNHEEDED.

Edwin Tatton, the night watenman at the Rockaway depot, was one of the first to learn the news of the collision and to hasten to the scene of the disaster. He says that he was just about starting with Hibbard's lunch to meet him as usual when he heard what had occurred. When he arrived on the scene he saw four men who had been crushed almost to death on the platform, and one whose legs had been nearly cut off by falling between two cars. it was very difficult to remove the latter, as nobody would take hold of his bloody Meanwhile the man's young wife begged legs. one piteously to help her husband. At Mr. Tatton's suggestion the doors of the car were cut down with axes, the wounded laid upon them and then removed to Lockwood's Greve in wagons. The young wife referred to followed the wagon all the way to the Grove, and subsequently informed Mr. Tatton that she had only been married a few weeks, that this was their first pleasure excursion out of town and that she had warned her husband no less than three times during the trip not to remain on the car platform while the train was in motion. The poor woman, so lately married and so soon to be a widow-for her nuspand appeared to be in the throes of death-was in a most pitiable condition. Medical belp soon arrived at Lockwood's Grove, the physicians of Far Rockaway answering with commendable promptitude the call of humanity. There was a heartrending scene of recognition at the Grove between the poor victim and his bride, and he soon after expired in her arms. The bereaved woman then returned alone to her home

THE WRECK. A HERALD reporter visited the wreck yesterday morning. It was a scene of widespread desolation. A drearier or sadder condition of affairs could not easily be conceived. Glass, wood, wheels, axles, pipes and all those things which together constitute the rolling stock of a railway, lay in ruined beaps on all sides and were mingled in such confasion that one found it diment to determine what had been their original forms or what purposes they had ever served. Immense pieces of iron were snapped in twain as if they had been simple straws; wheels and axles were crushed into fragments as if they had been made of cardboard. One locomotive with its tender was utterly demolished, its fragments were scattered on both sides of the track to the distance of a hundred pards. As far as the eye could reach nothing was visible along the track but piles of snattered wood, glass and iron, this was not all. A color other than that of green, rested everywhere upon the grass; it stained the ties and rails, and darkened atmost every piece of wood toat lay loose around. It was the crimson that of buman blood, Bloody pools were visible all along the rails, and the sharm spears of timber protruding above the general wreck had, in many instances, upon their ragged noints hair and blood and PIECES OF HUMAN FLESH.

The most frightful incident of the collision was the "telescoping" of two cars, the wrecks of which have as yet been only partially cleared away. One car seems to have mounted the other. torn loose its roof and buried itself half way within the other's interior. It is donotful whether in the history of railway accidents there can be jound a parallel to this. The HERALD reporter entered this car and examined it. It was here that most of the killed and wounded were found: hence, the interior of the car was dreadful to behold. Every seat was uprooted, every window smashed to atoms, the floor ripped up from one end to the other, and the heavy axies that supported the wheels of the carriages were shattered and broken into a hungred fragments. That same dark stain was here, as well as upon the ruined timbers and the cool, green sward without. The broken floor, the upturned seats, the crushed panels along the sides, and gore. Collars, cuffs and handkercniefs, solled and bloody, could be frequently found, sometimes bearing the name of some one among the wounded or the dead, and in other instances leaving the party in doubt as to whom they originally belonged.

A HARROWING SCENE. A most harrowing scene took place yesterday noon in the grave back of Lockwood's Hotel. Rockaway, where the seven dead bodies had been land out on ice in a little wooden structure. Mrs. Picifer, the wife of one of the ill-fated passengers, had come out from Brooklyn by the 9:40 train to Roctaway. She is a large, fine-looking woman, and came with but little apprehension of the terriple couth her husband had mer. It appears that a neighbor called at her nouse early yes erday morning, asking "Is Mr. Pielfer in?" See said "No;" that her husband had gone to Rockaway on a little pleasure jaunt the previous day, and that see was surprised at his absence, but thought he would probably turn up to-day. The neighbor who had read the report of the awful disaster in yesterday's papers

train to Rockaway." The poor woman was perfeetly astounced and terrified at the announce" ment and immediately declared that she must hasten to the scene of the accident. The neighbor did not inform her of the fact that her husband's name appeared among the list of the killed, hoping that there might be some mistake about it, and Mrs. Pfeifer, who is rather of a sanguine nature, hoped that her husband might be among the saved. But what was her horror when, on arriving at the grove, one of the corpses was disclosed to her view and she recognized in the mangled features, in which scarcely a trace of their former identity could be seen, those of her loved husband whom she had seen before in the best health. The scene of recognition pierced the heart of every one who stood by. She uttered the most agouizing shricks, throwing up her hands over her nead, and in a few moments, after having exhausted her strength in these frantic demonstrations, she fainted away. She was immediately laid upon her back, water spinshed over her face and it was several migutes before she was brought to. She was then tenderly led to Mrs. Lockwood's room, but she had to be supperted by two strong men to be kept on her feet. Mr. Pietter leaves one child, a boy, four years old. He was about thirty-five years old, a real estate egent, living at No. 221 North Seventh street, Williamsburg. He was in the smoking car of the eastward bound train. His body will be brought to Brooklyn for

THE CORONER'S JURY. Coroner John R. Hicks says that the following jurymen have been selected for the inquest:-Pliny Doughty (foreman), Benjamin C. Mott, James Mimraugh, Daniel Mott, William Smith, E. F. Maker, Caarles Petit, Charles Karoli, Dewitt Barker, Samuel J. Harkins, Joseph McKimm and J. A. Wood. The inquest will be held on Thursday afternoon, at two o'clock, at Lockwood's Grove, near Rockaway Junction.

WHO IS RESPONSIBLE?

Superintendent Barton lodges the responsibility where it no doubt belongs. He says that as far as he has been able to ascertain the conductor and engineer of the train from New York must be neld mainly responsible for the disaster. Up till noon, he says, trains going westward have the "right of road" for the space of ten minutes over trains going eastward; after noon the rule is vice versa. As the accident occurred in the afternoon it was the train from New York and not the train from Rockaway which had the right of way. "This is our invariable rule on this road. In starting trains allowance is also made sometimes for variations of time between the respective conductors and engineers, and this allowance is five minutes. Altogether the time which the westward going train should have waited for the eastward going one was fifteen minutes; after that the first could stars, according to the rules of the company, and it was for the train from New York to keep out of her way. It appears that the train from Reckaway did not only wait the extreme limit of fifteen minutes, but fully seventeen minutes. The time when the trains met was 1:58: the western train started at 1:57, while the ratiroad time table fixed the time for its starting at 1:40. Hence it is clear that the conductor and engineer of the train from New York were at fault. They should have known how greatly behind time they were, and rather remain behind at Woodsburg with their train than to run the casace of a collision. There must have been negligance somewhere, and to this may probably be added the feet that the train was an unusually heavy one, and that the engine, therefore, could not make ner ordinary time."

Mr. Barton dealed that the conductor of the eastern train, Hibbard, was addicted to drink. On the contrary, he said he was a very trust-worthy man and had enjoyed the confidence of his superiors. The engineer, Ashmead, was also a good man, and Mr. Barton was utterly at a loss to account for their negligence. When asked why they had not a system of signals by which such a collision might easily be prevented, Mr. Barton said it was impracticable, and even on the roads where it was in vogue collisions occurred sometimes. Mr. Barton's attention was called to the fact that only those riding on the platforms were killed, and that the company was in a measure responsible therefor, failing to provide seats for them; to which he replied that on the Fourth of July it was irequently impossible to furnish sufficient accommodations.

As regards the loss of the company, Mr. Barton says it is less than \$15,000. The large steam en-gine can be repaired for \$1,500, the smaller one for \$2,500, the two cars that were totally destroved were worth (9.00), and the injuries to the other four cars are comparatively small.

As regards the division of the responsibility between the conductor, Hibbard, and the engineer, Ashmead, Mr. Barton says that both were equally responsible. The conductor, to be sure, generally gave the signal for starting, but the engineer had the right to refuse to start if his time told him that a collision or other accident was probable. Mr. Barton says that a strict investigation into all the circumstances of this appalling disaster will

the father of the conductor who has been declared the guilty party by Superintendent Barton, says the report that his son was intoxicated is grossly taise. He was a young man of thoroughly temperate habits, and he felt sure that if he were not dead "he could speak for himself," Mr. Hibbard says that even if his son's train was behind time the calamity could have been averted if the com pany had a flagman to give the danger signal. In justice to his dead son, who perished so suddenly in the service of the public-ior he would probably not have been killed if he had not rushed out to the platform to put on the brake-Mr. Hisbard asks the public to withhold their judgment as re gards the responsibility for the accident until all the circumstances shell have come to light, DR. JULIUS AUBRBACH, a brother of the German novelist, makes the fol-

lowing statement :-About three e'clock I was summoned to the scene of the collision and found a large concourse of people drawn to the place. I found already Dr. Conway, Dr. Curtie, of New York; Dr. O'Brien, of Brooklyn: . Dr. Healey and Dr. Strong, The maimed and the dead were lying in various portions of the woods adjacent. Coroner John R. Hicks was on the spot. The request of the Coroner that his deputy should assist him was met by the answer, "The dead must bury the dead; let us attend to the living." By courtesy Dr. Curtis was chosen chef of this medical corps, wounded were then removed to the houses of citizens of the village, all employes of the railway, from Mr. Poppennusen down, deserting the suffering and the dead. Lawrence Duncan received the poor fireman, Finn. The names of all others have escaped me. The proprietors of the Atlantic Garden were especially serviceable in the timely tender of large quantities of ice. THE COMPANY'S CONDUCT.

Not only is the conduct of the railroad officials toward the dead and wounded ipexplicable on any moral hypothesis, but their strange and unnatural procedure in obtaining control of all the wires by which Far Reckaway could communicate with the rest of the world and closing them even to private messages is beyond the possibility of rational men to unverstand. A gentleman who came back into the city jesterday said to a HERALD reporter that he had gone down on the preceding day (July 5), but not upon the fatal train. As soon as he heard of the disasterknowing that the newspapers would have the details of the sad affair-he went to the office to telegraph to his wife and family. Already there he found a large number of persons who had come down on the train and were like him, anxious to send word of their safety to their relatives. To one and all the company's employes returned the answer, "The company's business will tax the wires to their utmost capacity." But shortly after this gentleman was informed by a friend who went later that the operator had disappeared entirely, and could not be found until this morning. This conduct needs explination.

THE GENERAL MANAGER'S CONDUCT. Mr. Poppenhusen, the general manager of the Rocks way and e-caped serious injury, was censared and denounced by the residents of Far Reckaway for his "indifference" in leaving at once for

Monday evening, and the excuses Mr. Poppenhusen's subordinates were not listened to. The Poppenhusen family, by way, are the principal proprietors of the road, and are reputed to be the richest Germans in the United States. The head of the family was lormerly a manufacturer of India rubber goods at College Point, and spends most of his time- in Europe.

CLEARING THE TRACE. The Superintendent of the road arrived at the scene of the disaster early Montay evening, and, putting some sixty men at work during the night, succeeded in clearing the track before eight o'clock yesterday morning.

NATIONAL GUARD MOVEMENTS.

BALL PRACTICE FOR THE FIRST BRIGADE, FIRST DIVISION.

Under date of the 29th uit, orders were issued from the headquarters of the First brigade, First division, N. G. S. N. Y., for the purpose of regulating the ball practice of that command, which will commence at Creedmoor on the 12th inst. The following details show the time at which mixed detachments from the several regiments composing the brigade are to go before the butts :-

Ing the brigade are to go before the butts:—
Two companies from each regiment, 10 be selected by the regimental commanders, on the 12th, 15th, 16th, 19th and 2:d of July. They will march from their respective armories in season to take the hall-past nine A. M. train from Hun er's Point. The following officers are detailed as field officers of the day:—Leutenaut Colonel Thomas Dempsey, Sixly ninth miantry, for July 12; Lieutenant Colonel John T. camp, twenty-second infantry, for July 15; Lieutenant Colonel S. V. R. Cruger, Twellth infantry, for July 16; Major William J. A. McGrath, I wenty-second infantry, for July 22. They will a sume command of the detachments and see to the preservation of good order and military discipline, making written reports to these headquarters at the close of their re-pective tours of duty.

Captain Harry B. Smith is detailed as acting

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brigade inspector of rifle practice. Tae First brigade commander (General Ward) has done well to name a field officer from one of the regiments on the ground to take command of all the detachments assembled for practice on the different days named in the order. This arrangement of the service will insure the preservation of discipline on the practice ground. When the Third brigade—which completed its practice last Monday—was at Creedmoor nothing of this sort was done. The senior company commander looked which his own men, the origide inspector of ride practice watched the firing, but it seemed to be looked? business to command the whole of the troops on the field. Following he regulations of the United States Army, upon which our state National Guard is formed, it is clearly indersteed that the superior officer present, with mixed commands, should, of right, take charge of the whole. Whether or not the chiefs of the Third brigade were aware of the existence of this well known military ride, it seems pretty certain that they did not quite act up to it, and it is, coasequently, the more gratifying to see that General Ward has not forgotten those points of service that every good soldier who has small powder that every good soldier who has small powder the memory. ment of the service will insure the preservation

that every know soldier who has small powder before the enemy has so deeply graven in his memory.

In justice to the Third brigade it is right to state now that, notwithstanding the omission of their commander to detail a field officer for the specific duty above slinded to, the practice of their detactaments on Thursday week was perhaps the best conducted and misst orderly of any bitherto had this season at Greedmoor. The detactments of the different regiments were marched in good order from range to range rides were stacked and guards put over them at ration time, and the march from the butts to the railroad depot was executed in good style. It is only right to record the last that Major Wylie, inspector of rifle practice for the third brikade, worked hard and earneasily to discharge his overous duties in a satisfactory manner. The men, too, are beginning to look upon ball practice as a matter of some moment, and are classing to waste their time on the ranges after the lashing of the renowned Mulligan Guards. In fact, our citizen solutery are commencing to realize the benefit to be derived from annual ritle practice at Creedingor.

The SIXTY-NINTH REGIMENT RIPLE CLUB.

The officers of the FIXTy-minth regiment. First brigade, First division. N.G., seld a meeting at their armory last Wednesday, for the purpose of organizing a rifle club. On motion of Colonet Cavanago, Captain J. J. O'Keily was appointed temporary castman and Adjutant Duff., secretary. The club will be tormed as the Sixty-minth Regiment Rind Club, and all members of the regiment, as well as of the veteral corps connected with it, will be eligible to membership. THE SIXTY-NINTH REGIMENT RIPLE CLUB.

THE FIREMEN ALL PAID.

Yesterday the remaining 560 unnaid firemen recelved their salaries for the month of May. A very interesting fight seems in prospect in the Board of Fire Commissioners at their next meeting. President Perley proposes to offer a resoluing. Present Perley proposes to offer a resolution complimentary to Comptroller Green for considering the unfortunate position of the fremen and jurnishing them a portion of their modes. But King claims that the credit is due to the Mayor and will ask the Board to table Perley's resolution, and if any vote of thanks is to be passed that they shall be given to Wickham.

MARRIAGES AND DEATHS.

ENGAGED.

HERZOG-BERLINER.—CHARLES HERZOG, of Mem-phis, Tenn., to Selina, daugnter of Marcus Ber-liner, of this city. No cards.

MARRIED FINLAY-PECK.-IB Brooklyn, July 3, 1875. by Rev. J. A. Paddock, David J. Finlay to Ella Pack, daughter of William M. Peck, Esq., all of

rouklyn. Frake-Gauntt.-On Tuesday, July 6, at the

Brooklyn.

Frake—Gauntt.—On Tuesday, July 6, at the residence of the bride's mother, by the Rev. Henry Ward Beecher, Charles A. Frake, of New York, to Ella Marie, dangnier of Mary A. and the late Jefferson Gaunt, of Brooklyn. No cards. McMurrine—Ostheim.—On July 3, at the residence of the bride's grandmother, by the Rev. George H. Hepworth, C. W. McMurrine Jr., to Bertie A. Ostheim, only daughter of Rose and of the late Adolphus Ostheim.

Beinhausen—Strype.—On Wednesday, June 30, by the Rev. J. V. Osternout, George H. Beinhausen C. Strype, both of this city. No cards.

London papers please copy.

Weeks—Edwards.—In Brooklyn, on Wednesday, June 2, by Rev. J. H. Hall, Ellza J. Edwards, daughter of Flancis Edwards, Esq., of Bay Port. L. L., to Walter S. Weeks, of Greenpoint, L. I. Wiley—Howe.—On Monday, June 28, 1875, at St. Peter's Addisonal Church, Cambridge, Mass., Jr., of New York City, to Miss Emma E. Howk, Only daughter of Mr. A. F. Hewe, of Cambridge, Mass.

DIED

ALLEN.—On July 5. EFFIE ALLEN, daughter of G. N. and Hattie B. Alien.

The funeral will take place from the residence of her parents, No. 204 Franklin street, Greenpoint, Brooklyn, E. D., at two o'clock.

BLOOM.—In Brooklyn, E. D., on Tuesday, 6th inst., of cnoiera infomum, loa Estrelle, loiant daughter of James C. and Clara W. Bloom.

The friends of the lamily are invited to attend the inneral, from the residence of her parents, No. 459 Pulaski street, on thursday, 5th lost, at half past inree P. M. Take Reis avenue cars to Pulaski street.

Street.

BURKE.—On Tuesday, the 6th inst., of diphtheris, Simon Burke, the beloved son of Francis and Mary Burke, aged 2 years and 6 months.

Kelatives are respectfully invited to attend the funeral, at three o'clock P. M., Wednesday, the 7th inst., from the residence of his parents No. 210 East Twenty-night street.

Byrnz.—On Tuesday, July 6, Margaret J., eldest daughter of C. M. and the late Mattacw J. Byrne,

BYRNE—On Tuesday, July 6, MARGARET J., eldest daughier of C. M. and the late Mattaew J. Byrne, aged I7 years and 4 months.

Relatives, irlends and the Sisters of St. Joseph are requested to attend her lineral on Thursday, July 8, at ten o'clock, from her late residence. No. 398 Willoughby avenue, to St. Patrick's church, where a solemb nigh mass of requiem will be offered for the repose of h r sout.

CABHIN.—On Monday, 5th inst., Eugene Cashin, eldest son of Lawrence and Maggie Cashin, aged 6 years and II months.

The funeral will take place from the residence of his parents, No. 329 Sixth street, on this (Wednesday) afternoon at two o'clock.

CORNELL.—At Mincola, L. L., on Tuesday, July 6, CHARLES M. CORNELL.

The relatives and friends are invited to attend the funeral of Thursday, 5th inst., at torce o'clock P. M., at St. George's church, Hempstead, L. L. CRAWFORD.—At No. 214 East 17th street, JAMES CRAWFORD, aged 79 years.

Inciclatives and friends of the family are respectfully invited to attend the funeral, from the Reformed Dutch church, corner of 121st street and Third avenue, on Wednesday, the 5th inst., at one c'clock P. M.

DOELGER.—On Tuesday, the 6th inst., of diphtheria, Frankie J., eides son of F. J. and Fannie Doelger, aged 7 years, 3 months and 9 days.

The relatives and friends are respectfully invited to attend his funeral, from h 8 late residence 221 East Nineteenth street, on Thursday, the 8th inst., at two o'clock f. M.

FAR HAM.—On Tuesday morning, July 6, 1875, CHANDLER, youngest son of George G. and Sariah E. Farnham, aged 1 year, 6 months and 28 days.

Heisalves and friends are myited to attend the funeral, from the residence of his grandiather, A. W. Budlong, No. 449 West Twenty-second street, on Thursday, July 8, at two o'clock P. M.

Pisher A. July 5, John K., youngest son of John K. and Margaret H. Fisher, aged 3 years.

Funeral will take blace this day. Wednesday.

his home instead of looking out for those who had been wounded on his road. A few people even suggested "iraching." Excitement ran high Monday evening and the excuses of old black.

plexy, Thomas Walter Gager, in the osth year of his age.

The relatives and friends are respectfully invited to attend the inneral, nom his late residence, No. 218 East 1230 street, on Wednesday, July 7, at two o'clock P. M.

GOODENOUGH.—On the 5th inst., Sakah Goodenough.—On the 5th inst., Sakah Goodenough.—On the 5th inst., at two o'clock P. M.

GOODENOUGH.—On the sto inst., Sakah Goodenough, in the Stn year of herage.

Relatives and friends are invited to attend the funeral acrivies, on Wednesday, the 7th inst., at four P. M., from the residence of her son-in-law, Thos. B. Tappes, 348 East 120th street.

GRIDLEY.—Suddenly, on July 6, John V., Jr., eldest son of John V. Gridley.

Notice of faneral hereafter.

HAGAN.—On Monday. July 5, Mira M. HAGAN, he oved wife of Thomas Hagan, in the 42d year of her age.

he oved when rhoman reaches her age.

Relatives and friends of the family are respectfully invited to attend the funeral from her late residence, sixty-seventh street and Tenth avenue, on Taursday, July 8, at eleven o'clock.

residence, Sixty-seventh street and Tenth avenue, on Taur-day, July 8, at eleven o'clock.

Providence papers please copy.

Hanekamp.—Suddenly, on Sunday, July 4, Jons H. Hanekamp. Act of the New York athletic Clut held Tuesday afternoon, July 4, 1878, called for the purpose of expressing our sympathy with the namily and friences of our late comrade, John N. Hannskamp, the following resolutions were reported and unanimously adopted:—

Whereas, stunned by the sudden death of our worthy member, John H. Hannskamp, we cannot find words to express the sorrow and regret we feel at his loss. We knew him as a firm friend, a true companion, a man whose presence was a pleasure, and whose interest in his club was only equalled by the sorrow his contrades now feel at his untimely taking off; and while we recognize in this sad becausement the overraining of a wise Providence, we cannot but deplore the fate of one whose many virtues had endeared him to the hear's that are now rent with sorrow at his death; and, therefore, be it

Resolved, That the club house be draped in moutning for therry days; that a copy of these

mourning for thirty days; that a copy of these resolutions be engrossed and sent to his lamily, to whom we extend our most sincere as mpathy, and that we attend his inneral to-morrow.

R. WILLIAM RATHBONG.
C.M. STERN,
THOMAS P. KELLY,

HARDLEY.—On Tuesday evening, July 6, Mar-GARETTA PERSIE, wife of J. W. Heeler Hardler, and eidest daughter of the late Dudley and Margaretta Persse.

Notice of funeral hereafter.

HEBBARD.—On Mondon Labor.

edess daughter of the late Dudley and Margaretta Persse.

Notice of funeral hereafter.

Hebbard,—On Medday, July 5, Jesse M. Hebbard, and Margaretta Persse.

Notice of funeral hereafter.

Hebbard,—On Medday, July 5, Jesse M. Hebbard, is the condector of the Southern Raitroad, L. L. in the 25th year of als aze.

The relatives and irlends of the family are respectfully invited to attend his luneral at the residence of his parents, 144 East Forty-fifth sireet, on Weanesday, July 7, at eleven A. M. Remains will be taken to Bridgeport. Conn. Train leaves Grand Central Depot at I P. M.

HEPWORFH—On Tuesday, July 6, 1875, at Yonkers, N. 1. Emma W., who of S. S. Hepworth.

Services at her late residence, Palisade avenue, on Taursday at nine o'clock. Interment to take place at Boston, Ma-s.

Kinskland.—On Tuesday morning, Oswald, Notice of tinerni recreater.

Landsreek —On Monday, the 5th Inst., after a short liness, John H. A., son of Albert Lanusberg, aged 4 menths and 12 days.

The relatives and friends of the family are respectfully invited to attend his inneral, from the residence of his grandparents, Henry and Anchade tellen. No. 449 West Forty-second street, on Wednesday, the 7th Inst., at two o'clock P. M.

MIDDLETON.—At his lace residence, of hemorrhage of the heart, George Middleton, or here of Biecoker and Downing streets, on Wednesday, the 7th Inst., at two o'clock P. M.

Melatives and friends of the deceased; also members of the Munn Lodge, F. and A. M., of which ne was a member, are respectually invited to a tend, Mon Lodge, No. 190, F. AND A. M.—Brettriken—You are hereby summoned to attend a special communication, to be held at the Jodge Forder M. Well of the Munn Lodge, F. and A. M., of which ne was a member, are respectually invited to a tend, McNn Lodge, No. 190, F. AND A. M.—Brettriken—You are hereby summoned to attend a special communication, to be held at the Jodge Forder M. Well of the Tammany Hall General and District held on Tuesday, July 6, 1875, the Jolowing resolution were acopted:—

Whereas t

whereas it has preased Divine Providence to remove from our midst by the hand of death our friend and associate, the late George Middleton; be it therefore Resolved. That while we bow with submission to

the decree of an all-wise God we can but view with unfergood regret the dispensation that has called from our side one who was so generally beloved and respected. His many virtues largely outshone and respected, his man's truces largely observed in smuts. Wise in counsel, of sound judgment generous alike in feeling and action and strictly loval in his fleelity to party principles, we deplore his loss as that of a sterling cruzen and a truction.

Resolved, That we tender to the bereaved fam its our condolesce in facil afficient.

Resolved, That we tender affiction,
ity our condolence in their affiction.
Resolved, That as a mark of respect to his mem
ory the members of this organization will attend
his interal in a cody,
LEREMIAH MURPHY, Chairman,

JOHN VON GLAHN, SECCETARY,
General Committee.
JAMES I. LONDREGAN, Chairman,
HUGH T. DOLAN, Secretaries.
JAMES J. WYNNI, Secretaries.

District Committee. MARTIN.—On Sunday, July 4, MARY MARTIN, wife of Samuel Macvin. Pleasantville, aged 37 years, 11 months, is universal to the internal from Pleasantville church, this day at haif-past tin A. M.

MOLLER.—On Sunday, July 4, Charles Mollen, 2000, 38 years.

aged as years.

The relatives and friends are requested to attend the inneral, on Wednesday, July 7, at two P. M., from his late residence, No. 7 Hamilton street, New York.

Monris,—On Sunday, 4th Inst., Peter Monris, in Funeral services will be beid at his late residence, No. 34 West Forty-eighth street, on Wednesday, July 7, at mali-past ten A. M., to which relatives and friends are invited without further no-

MCCUTCHEON. - On July 5, 1875, RICHARD MO MCCGTCHEON.—On July 5, 1875, KICHARD MCCGTCHEON, aged 67 years.

The juneral will take pince from the Methodisi Episcopal courch at Westfield, N. J., at three P. M. MCGILL.—On Tuesday, the 6ta inst., John McGill, a native of Killbegs, county Donegal.

McGill.—On Tuesday, the 6th inst., John McGill. A native of Killbegs, county Bonegai, Ireland.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 227 Mulberry street, on Thursday, the 8th inst., at one o'clock. Interment in Calvary Ce Beiery.

McKena.—The month's mind solemn requiem mass for the repose of the soul of Rev. Michael McKenna. Interpastor of St. Rose's church. Cannon street, will be celebrated there on fauraday next, the 8th inst., at tea A. M. His relatives, friends and the reverend clergy are respectfully invited to attend.

McKevitte.—On July 5, at the residence of her uncle. William hearty, 843 Lexington avenue, Julia M. McKevitte.

Tae funeral will take place from the Church of St. Vincent Ferrier, at ton o'clock A. M., of Thursday, the 8th inst., where 2 requiem mass will be offered for the repose of her soul.

PERIPPER.—Suddenly, on July 5, by accident on South Side Railroad, P. C. PERIPPER, of 227 North Seventh street, Brooklyn, E. D., aged 35 years.

The funeral will take place on Thursday, July 8, at ten o'clock A. M., frout the Roman Catholic church, Ocean Point, L. I., where a solemn high mass will be offered for the repose of his soul. The friends and relatives of the family, also the Williamsburg Saengerbund are respectfully invited to attend.

PURDY.—July 5, suddenly, at the residence of herson, Win. W. Purdy, 928 Leavagete avenue, Brooklyn, Elizabeth Nichols Purdy, aged 74 years.

The firends of the family are invited to attend.

years.
The iriends of the family are invited to attend The friends of the family are invited to attend the fineral services at Tarrytown, July 7, on arrival of 10:30 A. M. train from Thirtieth street.

Ribgway.—At her late residence, Green Brook, N. J., on July 5, Margaret, wife of Joseph S. Ridgway.

Relatives and friends of the family are invited to attend the funeral on Thursday, July 7, at 2 o'clock, at 279 Ryerson street, Brooklyn, without further invitation.

Inther invitation.

ROS.—MARY ROS, a native of county Meath, ireland, aged 71 years.

Funeral from the residence of her non-in-law,
John Sheridan, 830 Eighth avenue, on Wednesday, John Steridan, Society at the o'clock sharp.
Roirwan, On Monday, July 5, 1875, John P.
Roirwan, On Henry D. and Anna R. Rottman,

ROTTMAN.—On Monday, July 5, 1875, John Front's child of Heary D, and Anna R. Rottman, aged I year, It months and 13 days.

The relatives and friends of the family, also the members of Herman Lodge, No. 268, F. and A. M., are respectfully invited to attend the funeral, from the residence of his parents, No. 323 West Forty-seventh street, en Wednesday, July 7, at half-past one o'clock P. M.

Swan.—On Tuesday morning, July 6, Edith C., youngest daughter of Alden S, and Mary A. Swan, aged 7 years and 2 months.

The relatives and friends of the family are invited to attend the funeral, from the residence of her parents, No. 1 Willow street, Brooklyn, of Taursday, July 8, at three P. M., without furthel notice.

THEALL-On Sunday, July 4, JENNIE SLOCUM, daughter of Thomas and Eliza Renyille Theall, THEALL—OR SUNDAY, July 4. JENNIE SLOCIM, daugater of Thomas and Eliza Renville Theall, aged 2 years.

Relatives and friends are respectfully invited to attend the funeral, on Wednesday, July 7, at 1 two o'clock P. M., from the residence of her parents, No. 71 South Fifth street, Williamsburg. Thomison.—On inceday, the 6th inst., MARGARET THOMISON.—On inceday, the 6th inst., MARGARET THOMISON.—On inceday, the 6th inst., to the index and friends and of her prother-in-law, James W. Brinckerhoff, are invited to attend the indexal services, on Thursday, the 8th inst., at Jour o'clock P. M., at her late residence, No. '12 East Twenty-eighth street.

WAUGH.—On July 6, John George Muir, son of Alexander Waugh, in the 19th year of his age, at Funeral from the residence of his parents, No. 30s West iwenieth street, on Thursday, the 8th inst., at one o'clock.

Wood.—In Brocklyn, on Tuesday, July 6th, Mary A., wife of Thomas S. Wood, and daughter a' Wilmot Oakley, in the 45th year of her age.

Relatives and friends are respectively invited to attend the funeral services from her late residence, iso Summit street, on Thursday at 3 o'clock.